

BookletChartTM

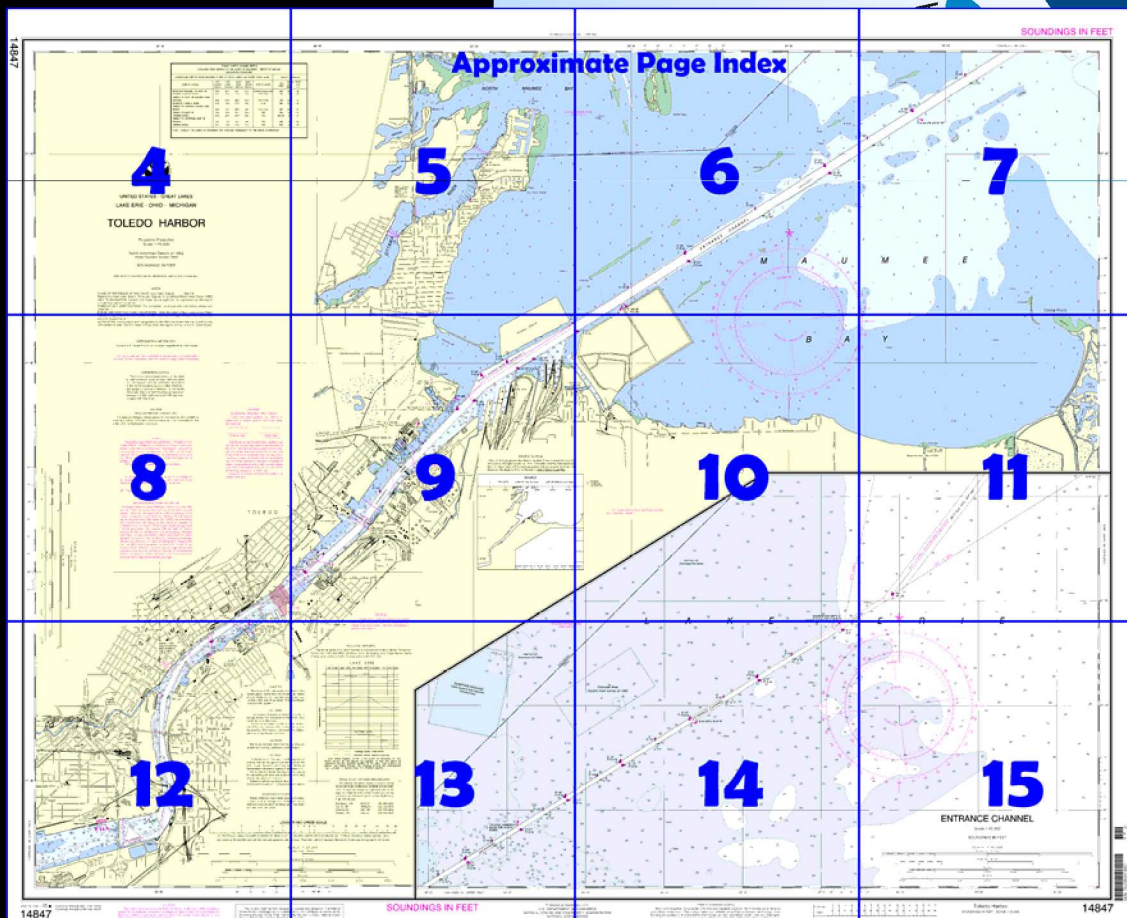
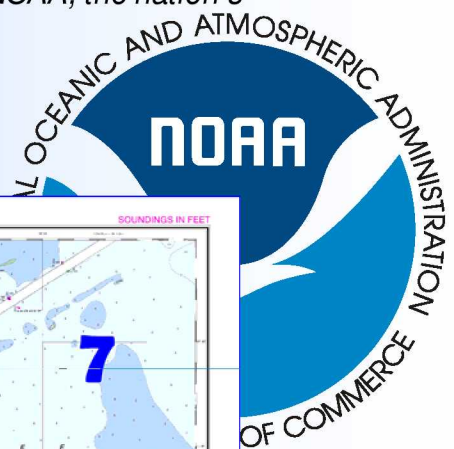
Toledo Harbor

(NOAA Chart 14847)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

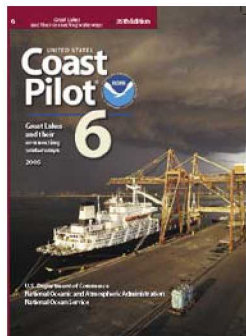
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 6 excerpts]

(548) **Maumee Bay** is a large shallow expanse forming the SW corner of Lake Erie. The bay has prevailing depths of less than 10 feet and is obstructed by several dumping grounds. A dredged channel leads from deep water in Lake Erie SW through the bay to the mouth of the Maumee River.

(549) **Toledo Harbor**, serving the city of **Toledo, Ohio**, is at the W extremity of Lake Erie. The harbor includes the lower 7 miles of the **Maumee River** and a channel about 18

miles long through Maumee Bay from deep water in Lake Erie to the mouth of the river. The principal cargoes handled at the port are coal, iron ore, grain, petroleum products, and general cargo.

Prominent features

(550) The TV towers S to SW of Cedar Point and the stacks of the Consumers Power Company 6.6 miles WNW of Toledo Harbor Light are

conspicuous in the approach to the harbor.

(551) **Toledo Harbor Light** (41°45.7'N., 83°19.7'W.), 72 feet above the water, is shown from a square brick buff-colored dwelling with an attached fog-signal house on the NW side of the entrance channel about 8.5 miles NE of the river mouth. A fog signal is at the light. Maumee Bay Entrance Light 2, about 8 miles NE of Toledo Harbor Light, is equipped with a radar transponder (Racon) and a fog signal.

(552) A dredged entrance channel, marked by buoys, lights, and a **237.4°** lighted range, leads SW for about 18 miles from deep water in Lake Erie through the shallow water of Maumee Bay to the mouth of Maumee River, thence upstream for about 7 miles. Maumee Mooring Basin is on the NW side of the channel at the mouth of the river, and turning basins are 2.7, 6.3, and 7 miles above the mouth.

(553) The Federal project depths are 28 feet from deep water in the lake through the entrance channel to the mouth of the river and in Maumee Mooring Basin; thence 27 feet in the river channel to the upstream limit of the project with 20 feet in Riverside Turning Basin, 2.7 miles above the mouth; thence 27 feet in the turning basin 6.3 miles above the mouth; and thence 18 feet in the turning basin at the head of the project, 7 miles above the mouth. (See Notice to Mariners and latest edition of charts for controlling depths.)

(554) No distinct bars form in the dredged channel, which is, however, subject to considerable fill along its sides each year. Depths in Maumee Bay outside of the improved channel are less than 10 feet, and navigation is possible for small boats only. In the lake, dredge operations have thrown up a ridge of earth along the edges of the channel. This ridge may rise as much as 3 feet above the natural lake bottom. In order to avoid the ridges, deep-draft vessels should pass **Safe Water Lighted Buoy** (41°50.1'N., 83°10.1'W.) close aboard and enter the entrance channel between the outermost Lakeland buoys.

(568) Tugs to 2,200 and 1,400 hp are available from Gaelic Tugboat Co. or Great Lakes Towing Co., respectively. Arrangements for tugs are made through the companies' dispatchers at 419-243-8972 or 800-321--3663, respectively. Great Lakes Towing Co. has VHF-FM capability for tug arrangements. At least 3 hours advance notice is requested.

(573) A Coast Guard **Marine Safety Office** is at Toledo. (See appendix for address.) Toledo Coast Guard Station is on the NW side of the mouth of the Maumee River.

(591) All types of marine supplies and provisions are available at Toledo. Water can be obtained at most berths. Bunker fuel is available by barge at most berths, by pipeline at refinery landings, and by truck at some wharves.

(592) All types of above- and below-the-waterline repairs to hulls, boilers, engine and deck machinery, and electronic equipment can be made in the harbor. Toledo Shipyard has two drydocks on the E side of the river about 2.5 miles above the mouth. The largest has a length of 800 feet with widths of 100 feet at the top and 83 feet at the keel blocks. The depth over the sill is 14 feet. Hans Hansen Welding Co., on the W side of the river 2 miles above the mouth, has a 50-ton hoist that can handle 75-foot vessels. Merce Boiler and Welding Co. performs repairs to vessels at their berths.

(593) Several marinas at Toledo provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. A 40-ton hoist is available for hull and engine repairs.

(595) **Ottawa River** empties into Lake Erie about 3.5 miles N of the mouth of the Maumee River. The river is used by small boats drawing 2 to 4 feet. In May 1980, a submerged obstruction was reported in the approach to the river in about 41°44.5'N., 83°27.3'W. Fred C. Young fixed highway bridge about 2 miles above the mouth has a clearance of 14 feet. Several marinas on the river provide gasoline, water, electricity, sewage pump-out, launching ramps, marine supplies, and hoists to 20 tons for hull and engine repairs. A **slow-no wake speed** is enforced on the river.

(596) **Shantee Creek** and **Halfway Creek** empty into Lake Erie just N of the mouth of Ottawa River. A **slow-no wake speed** is enforced on both creeks.

14847

83° 32'

41° 44'

41° 42'

TOLEDO HARBOR CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2004 AND SURVEYS TO DEC 2007								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE CHANNEL TO BUOY 49	19.5	25.0	24.1	20.5	6,12-03; 6,12-07	500	16.0	28
MAUMEE MOORING BASIN	20.3	19.0	17.9	15.6	4,10-08; 6,12-07	450	1.40	28
THENCE TO BUOY 62 MAUMEE RIVER								
CHANNEL	22.3	19.7	20.2	20.9	6,12-07	400	2.65	27
RIVERSIDE TURNING BASIN	21.0	19.0	17.0	12.0	11-03; 6-07	350	0.25	20
THENCE TO ANTHONY WAYNE FIXED								
BRIDGE	20.7	24.2	26.5	24.3	6,12-07	200	2.51	27
THENCE TO BUOY 67	23.3	22.5	21.5	22.5	6-07	200	1.06	27
TURNING BASIN	22.9	20.7	20.5	17.1	6-07	260-630	.27	27
THENCE TO UPSTREAM LIMIT OF								
PROJECT	5.5	8.1	9.6	9.8	6-07	200	.47	25
TURNING BASIN	11.0	13.2	11.2	11.3	6-07	835	.16	18
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								



UNITED STATES - GREAT LAKES
LAKE ERIE - OHIO - MICHIGAN

TOLEDO HARBOR

Polyconic Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information
concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see
Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water
Datum, bridge and overhead clearances are reduced correspondingly. For clearances
see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey
with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by
the Lake Carriers Association and the Canadian Shipowners Association.

Joins page 8

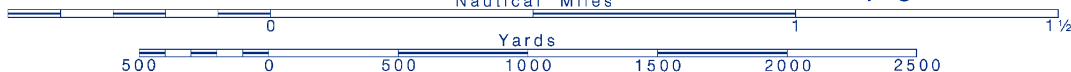
4



Printed at reduced scale.

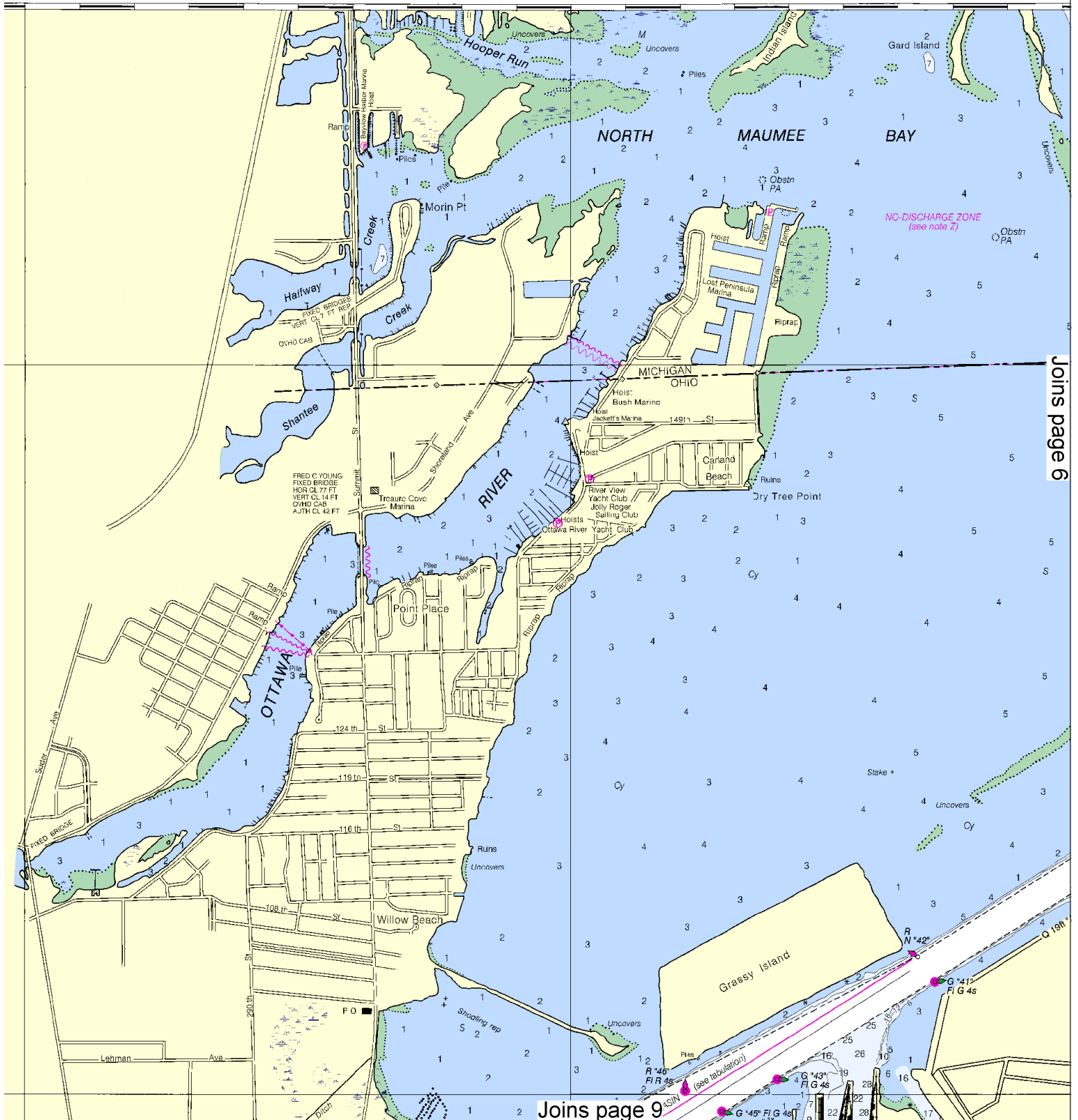
SCALE 1:20,000
Nautical Miles

See Note on page 5.



83° 30'

83° 28'



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



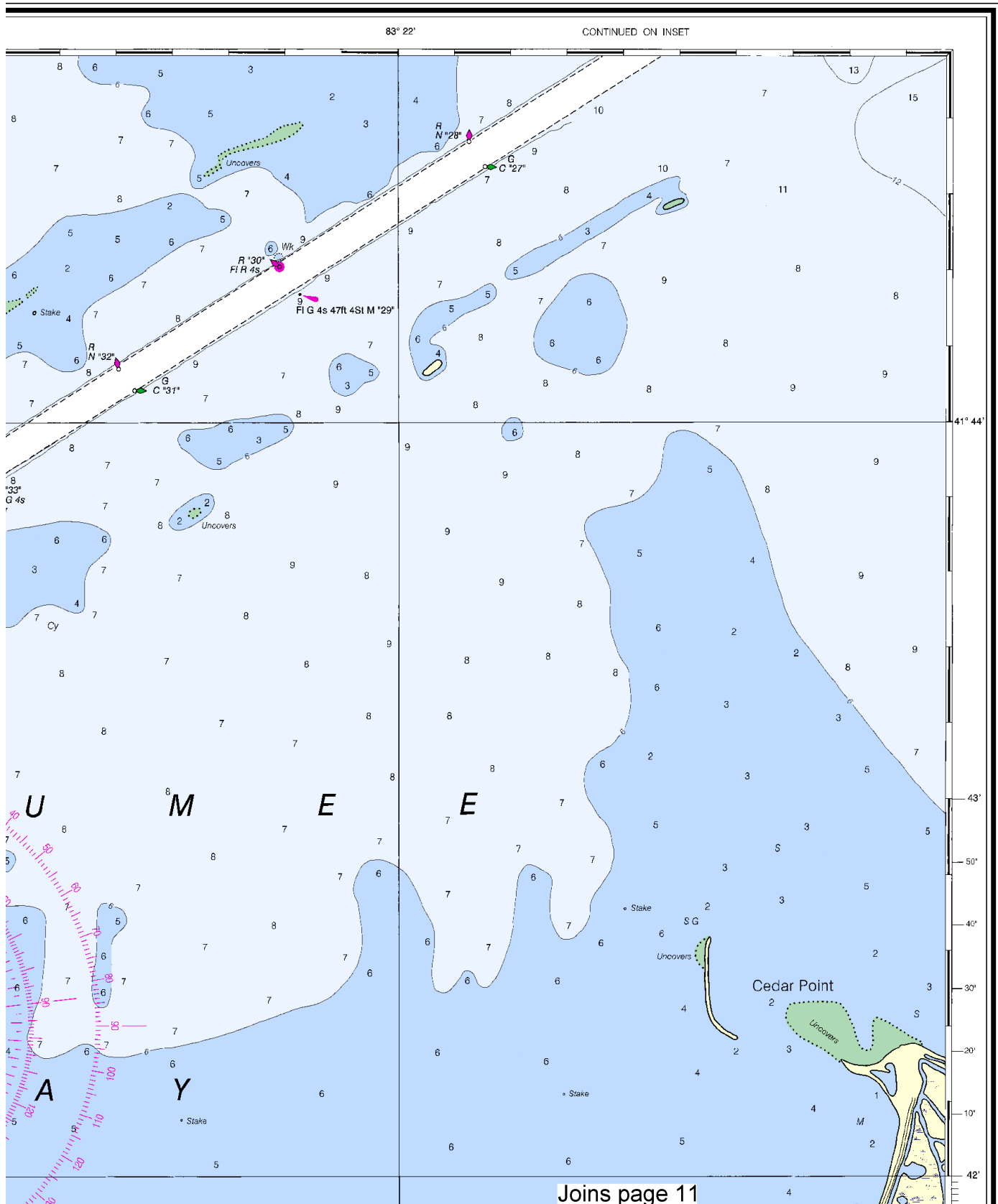
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

Joins page 4^{ES}

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 569.2 ft.
 Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)
 AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information
 concerning aids to navigation.
 SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see
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 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water
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 see U.S. Coast Pilot 6.
 AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey
 with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by
 the Lake Carriers Association and the Canadian Shipowners Association.

HORIZONTAL DATUM

The horizontal reference datum of this chart
 is North American Datum of 1983 (NAD 83), which
 for charting purposes is considered equivalent
 to the World Geodetic System 1984 (WGS 84).
 Geographic positions referred to the North
 American Datum of 1927 must be corrected an
 average of 0.185' northward and 0.249' eastward
 to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or
 vertical position, unlimited vertical clearance is not available for the
 entire charted horizontal clearance.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
 Coast Pilot 6. Additions or revisions to Chapter 2 are pub-
 lished in the Notice to Mariners. Information concerning
 the regulations may be obtained at the Office of the Com-
 mander, 9th Coast Guard District in Cleveland, Ohio or at
 the Office of the District Engineer, Corps of Engineers in
 Buffalo, New York.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid
 to navigation, particularly on floating aids. See U.S. Coast
 Guard Light List and U.S. Coast Pilot 6 for details.

(P) Pump-out facilities

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie
 and St. Clair, all waterways connected thereto, and all
 inland lakes are designated as a No-Discharge Zone
 (NDZ). Under the Clean Water Act, Section 312, all vessels
 operating within a No-Discharge Zone (NDZ) are completely
 prohibited from discharging any sewage, treated or
 untreated, into the waters. Commercial vessel sewage
 shall include graywater. All vessels with an installed marine
 sanitation device (MSD) that are navigating, moored,
 anchored, or docked within a NDZ must have the MSD
 disabled to prevent the overboard discharge of sewage
 (treated or untreated) or install a holding tank. Regulations
 for the NDZ are contained in the U.S. Coast Pilot.
 Additional information concerning the regulations and
 requirements may be obtained from the Environmental
 Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine
 cables and submarine pipeline and cable areas
 are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and
 submarine cables may exist within the area of
 this chart. Not all submarine pipelines and sub-
 marine cables are required to be buried, and
 those that were originally buried may have
 become exposed. Mariners should use extreme
 caution when operating vessels in depths of
 water comparable to their draft in areas where
 pipelines and cables may exist, and when
 anchoring, dragging, or trawling.
 Covered wells may be marked by lighted or
 unlighted buoys.

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SCALE 1:20,000

Nautical Miles

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Printed at reduced scale.

SCALE 1:20,000

Nautical Miles

See Note on page 5.

Yards

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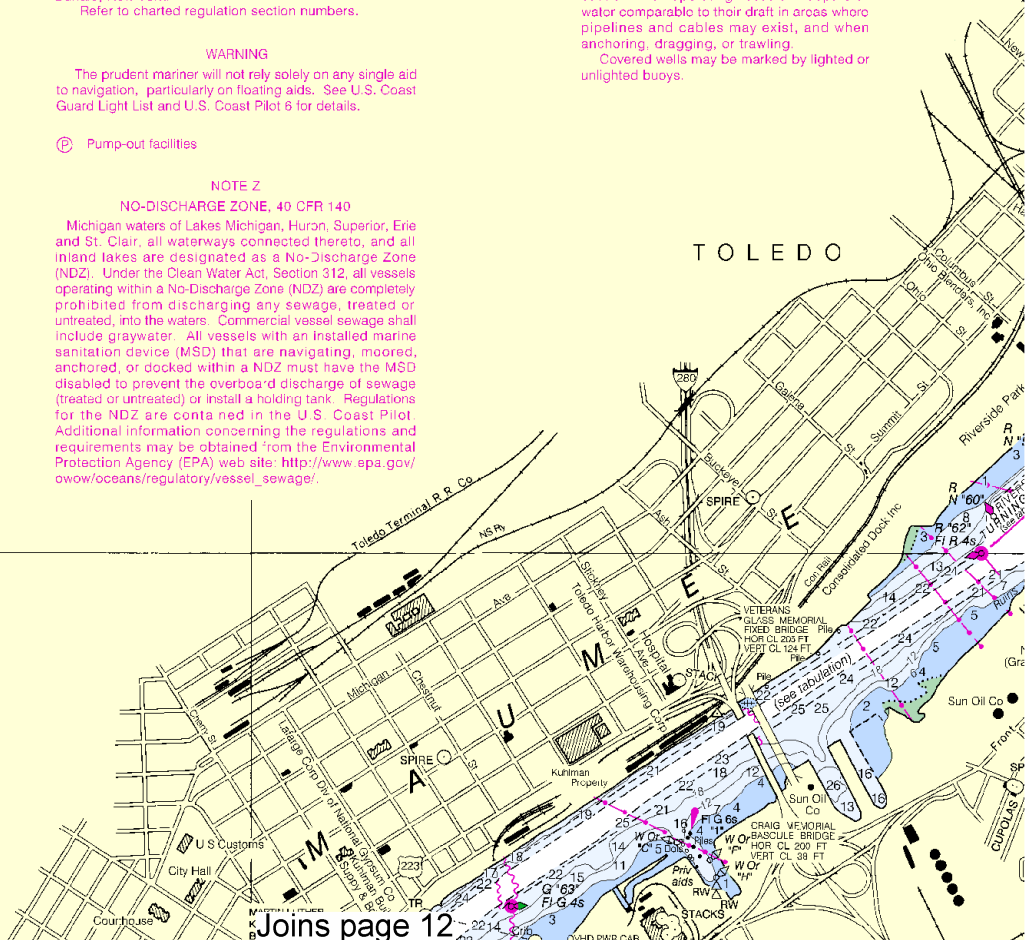
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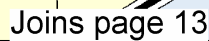
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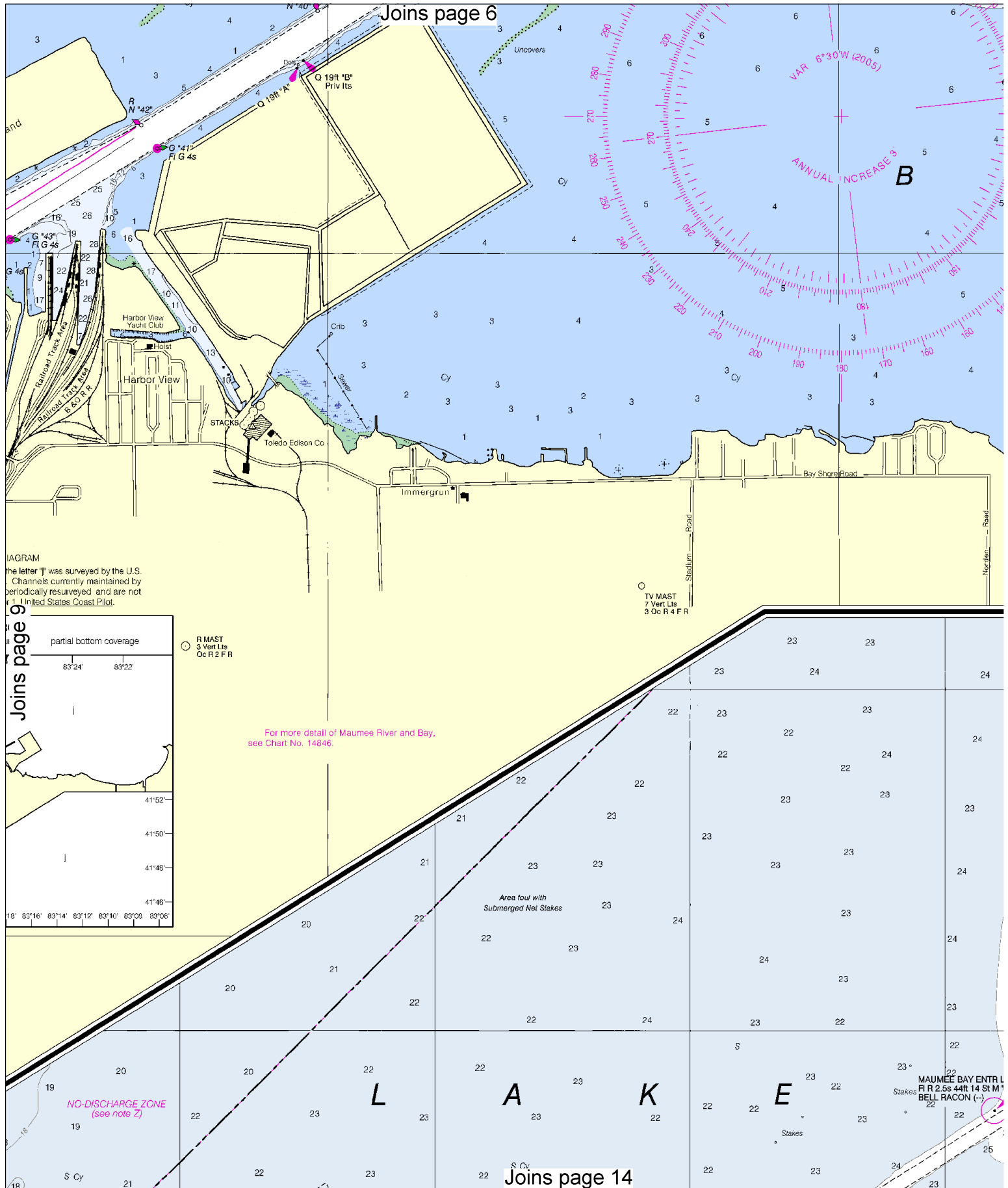
North

Joins page 12

TOLEDO







10

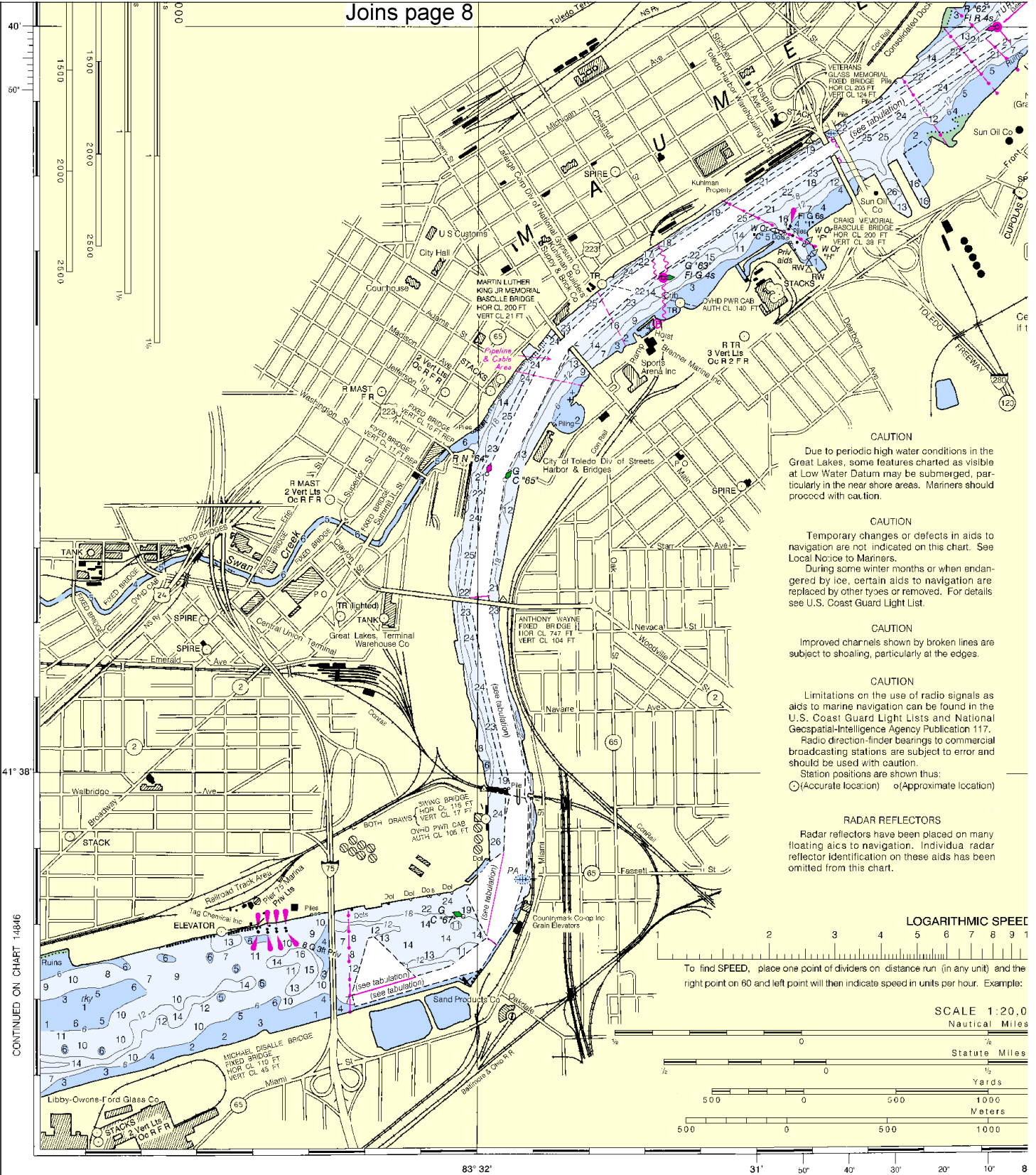


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SCALE 1:20,000

See Note on page 5.





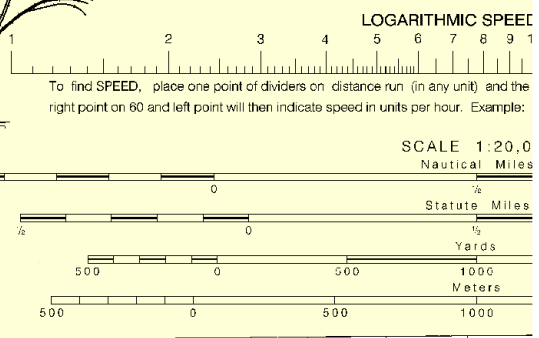
CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



31st Ed., Feb. / 05 ■ Corrected through NM Feb. 19/05
Corrected through LNM Feb. 08/05

14847

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding or improving this chart to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

12

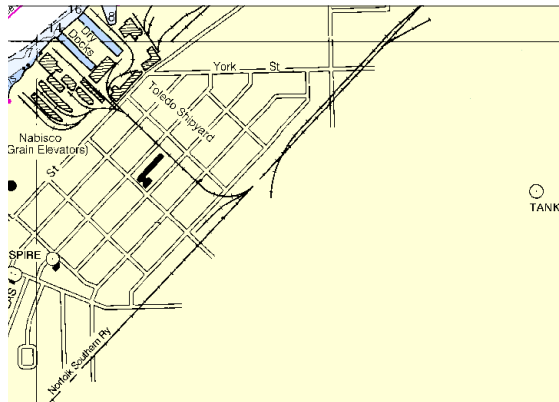


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SCALE 1:20,000
Nautical Miles

See Note on page 5.

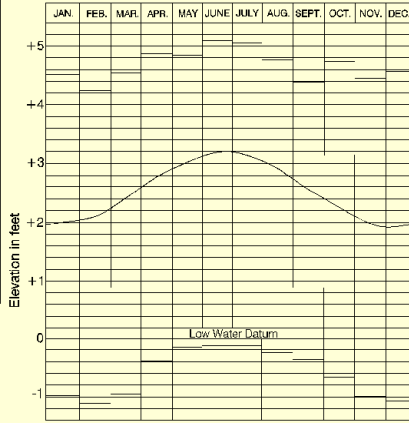




POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LAKE ERIE



Average levels (1994-2003)

Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

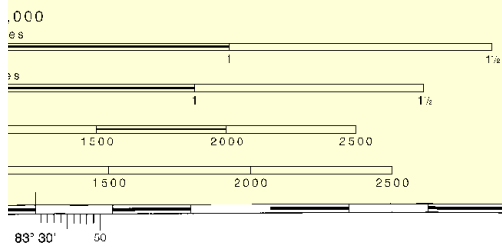
Sandusky, OH	KHB-97	162.400 MHz
Adrian, MI	WNG-647	162.450 MHz
Detroit, MI	KEC-63	162.550 MHz
Toledo, OH	WXL-51	162.550 MHz

ED SCALE

10 15 20 25 30 40 50 60

ne other on minutes run. Without changing divider spread, place

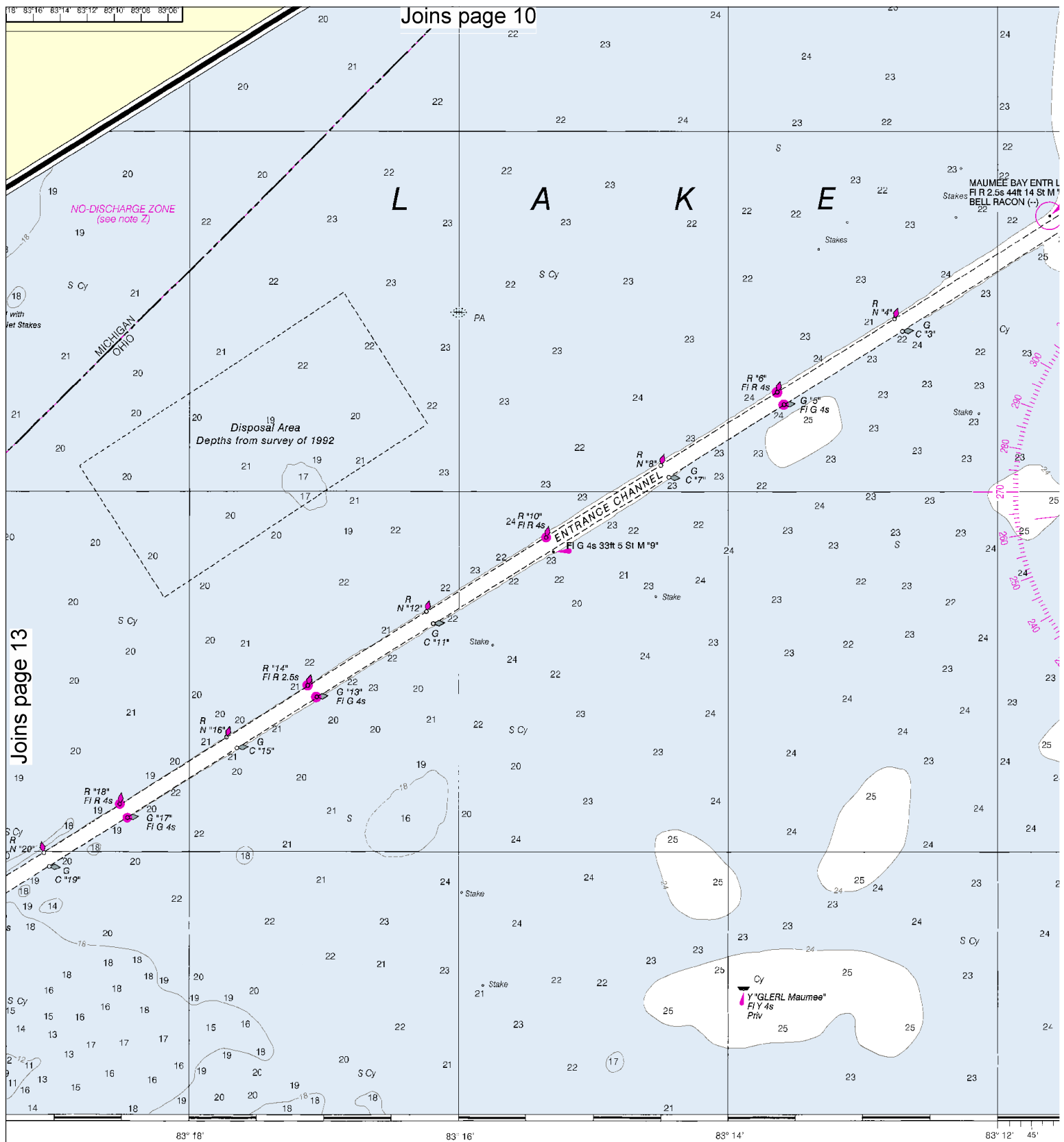
x: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots



navigation. The National
itions, or comments for
I/C52), National Ocean

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

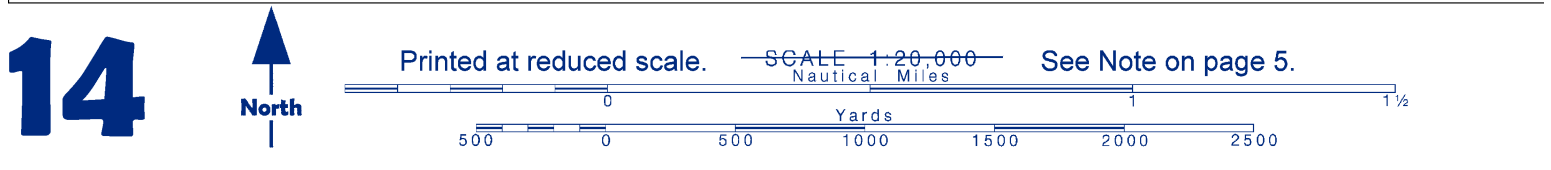


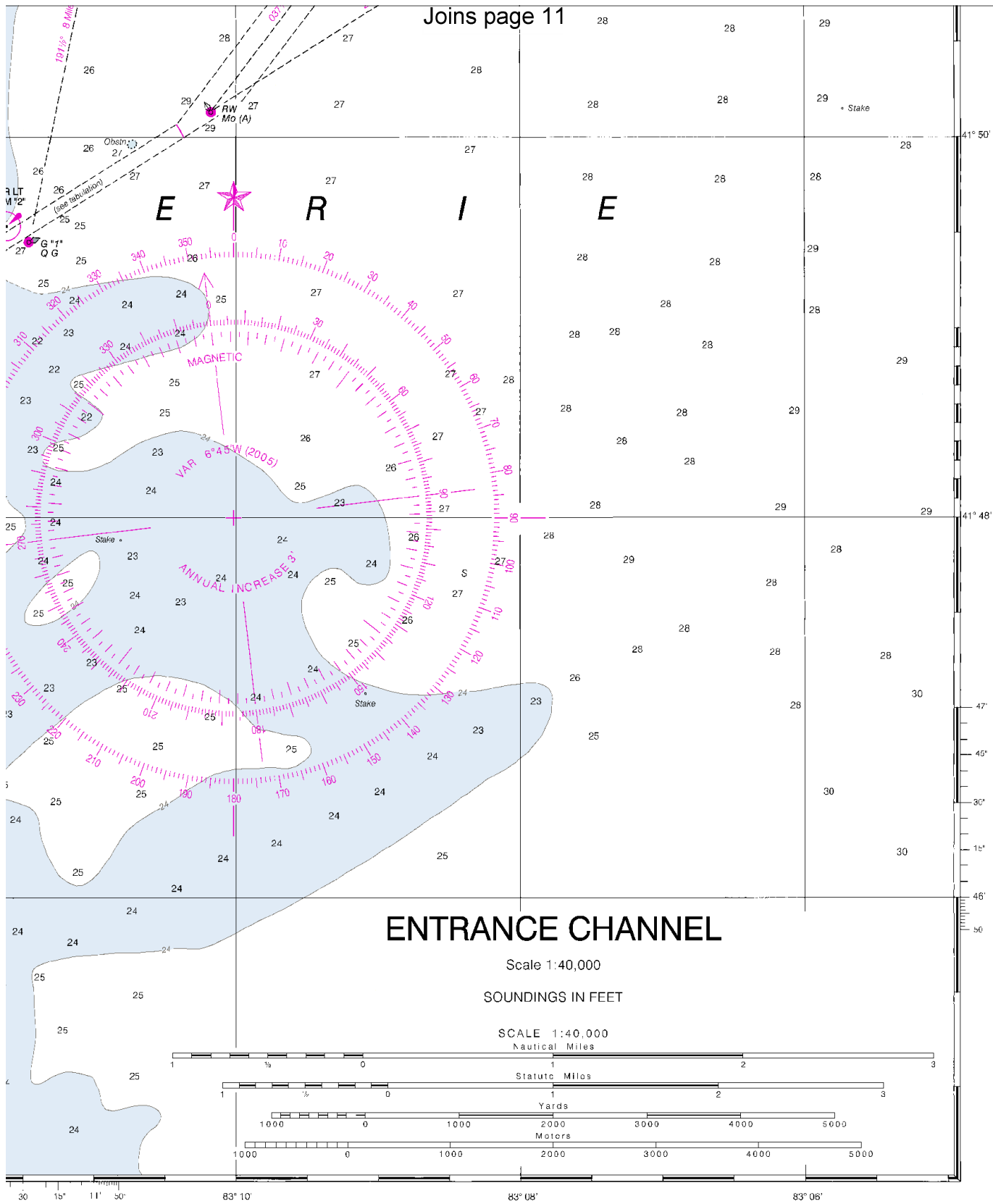
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

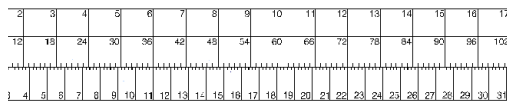
FATHOMS	1	2
FEET	6	12
METERS	1	3





ED NO. 31

NSN 7642014010667
NGA REFERENCE NO 14XHA14847



Toledo Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

14847

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard Search & Rescue (Detroit) – 313-568-9524 or 313-568-9560

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.